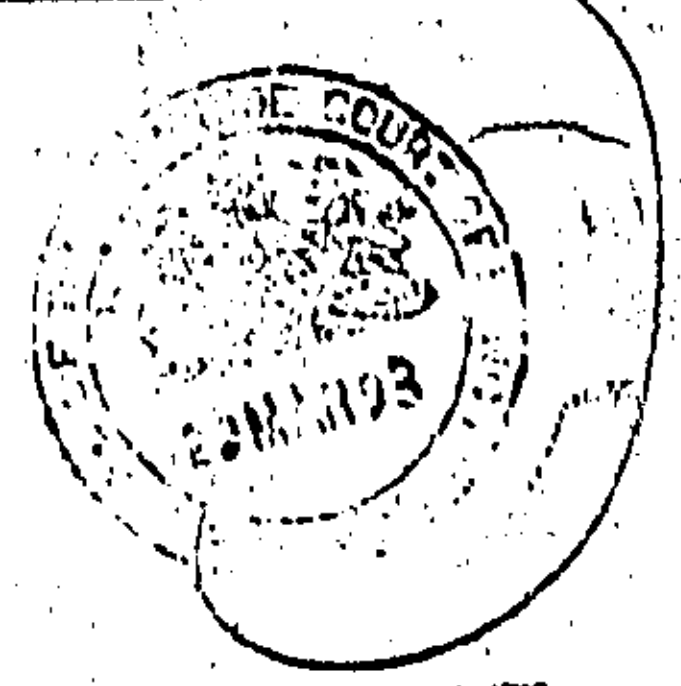


The Hongkong Telegraph.



No. 3432

FRIDAY, APRIL 28, 1893.

SIX DOLLARS PER QUARTER

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.
LATE
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

AUTHORISED CAPITAL £1,000,000
SUBSCRIBED £1,100,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS—
For 12 Months.....5 per cent.
" 6 ".....4 " "
" 3 ".....3 " "

JOHN THURBURN,
Manager, Hongkong.
Hongkong, 4th February, 1893. [192]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Subscribed Capital £1,000,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shing, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
H. Stollerfoht, Esq. | Kwan Hoi Chun, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Branches:—London, Yokohama, Shanghai, Amoy and Foochow.

BANKERS:—
The Commercial Bank of Scotland,
Parsons Banking Co., and The Alliance Bank (Ltd.).

Interest for 12 months Fixed, 5 per cent.
" 6 ".....4 " "
" 3 ".....3 " "

CURRENT ACCOUNTS.....2 " "

Hongkong, 27th April, 1893. [18]

THE BANK OF CHINA, JAPAN AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL CALLED-UP £251,993.15.0

BOARD OF DIRECTORS:
Wm. Keswick, Esq.—Chairman,
Adolf von Arnim, Esq. | F. D. Sassoon, Esq.
Egbert Iveson, Esq. | H. D. Stewart, Esq.
David McLean, Esq.

HONGKONG COMMITTEE:
The Hon. J. J. Kewick, | The Hon. C. P. Chater,
H. Hopplius, Esq.

Head Office:—3, Princes Street, London.

Branches:—Bombay, Calcutta, Hongkong, and Shanghai.

Agents:—Penang, Singapore, and Yokohama.

RATES OF INTEREST.
ALLOWED ON CURRENT ACCOUNTS and Fixed Deposits, can be ascertained on application.

CHANTREY INCHBALD,
Manager.
Hongkong, 10th April, 1893. [199]

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous—may be secured by a payment at the rate of—
£ 7 6 {per cent. if commenced at age (n.b.)20
£ 8 14 {25
£ 10 11 {30
£ 13 4 {35
£ 17 15 {40
£ 27 12 {45

AFTER the Policy has been three years in force—the Policy-holder will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured, as explained in Prospectus, should he wish to discontinue payment of premiums.

DODWELL, CARLILL & Co.,
Agents, Hongkong.
STANDARD LIFE OFFICE.
679-2

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAILS 600,000, £835,335.33.
EQUAL TO RESERVE FUND £318,000.00.

BOARD OF DIRECTORS:
LEE SING, Esq. | LO YUEK MOON, Esq.
LOU TAO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [186]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED £1,000,000
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 21st February, 1893. [173]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty-five per cent. upon Contributions for the year 1892, has been Declared.

WARRANTS may be had on application at the Office of the Society on and after the 8th May.

By Order of the Board.
N. J. EDE,
Secretary.

Hongkong, 24th April, 1893. [199]

Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of "THE CHINA FIRE INSURANCE COMPANY, LIMITED," will be held at the Offices of the COMPANY, No. 2, Queen's Road Central, Victoria, in the Colony of Hongkong, on MONDAY, the 1st day of May, 1893, at 3 o'clock in the Afternoon, when the following Resolution will be proposed:—

That the first Subsection of Article 103 of the Articles of Association of The China Fire Insurance Company, Limited, with its marginal note, be expunged, and that in lieu thereof the following Subsection and marginal note be inserted, viz:—

Investment.—It may invest the Funds of the Company in or upon English, Indian, and Hongkong Government Stocks, Bonds, and Funds, and in or upon the Stocks, Bonds, Funds, and Securities of any Foreign Government, Company, or State, and upon Mortgage of freehold or leasehold property in Hongkong or elsewhere, and in or upon deposits with or loans to interest in any Banking Institutions wherever established, and in or upon such other Securities as it may in its discretion think fit, and may from time to time convert or realise any monies so invested and re-invest the same in or upon any of the Securities aforesaid as occasion requires.

By Order of the Board.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 8th April, 1893. [435]

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on WEDNESDAY, the 3rd May, at 3 P.M., at the Rooms of the CHAMBER, CITY HALL, for the purpose of receiving the Report of the Committee and passing the Secretary's Accounts for the year ending 31st December, 1892.

F. HENDERSON,
Secretary.
Hongkong, 26th April, 1893. [507]

NOTICE.

A PUBLIC MEETING will be held in the CITY HALL, on THURSDAY, the 11th day of May proximo, at 5 P.M., for the purpose of considering and determining upon the formation of a LOCAL ASSOCIATION, having for its object the obtaining for the INHABITANTS OF HONGKONG INCREASED POWERS in the MANAGEMENT of all LOCAL AFFAIRS.

JNO. J. FRANCIS,
Chairman, Provisional Committee.
Hongkong, 25th April, 1893. [505]

THE JELEBU MINING AND TRADING COMPANY, LIMITED.

A DIVIDEND of Ten per Cent. for the Half-year ended 16th February, 1893, having been Declared, COUPON No. 6, is PAYABLE at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA in Hongkong and Singapore on and after TO-DAY, as follows:—
Lit A for 20 Shares with.....\$25.00
" B " 20 " ".....\$10.00
" C " 5 " ".....\$2.50
HUTTENBACH BROS. & Co.,
General Agents.
Singapore, 22nd April, 1893. [502]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

AFTER this date NO FULLY PAID-UP SHARES of this Company will be TRANSFERRED on which the Calls on the NEW SHARES standing in the same Name remain Unpaid.

By Order,
R. LYALL,
Secretary.
Hongkong, 10th April, 1893. [144]

D R. KNORR'S

LION BRAND

ANTIPYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROV.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, &c. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vaseline; its effect in stimulating the closing up of Wounds, is described as amazing.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.

Beware of spurious imitations.
Hongkong, 1st April, 1893. [406]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CANE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PATCHES or old KNOTTED LINENS to be made into Rags for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1893. [493]

Intimations.

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Krom"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers. THE TABLE DHOTE, at separate tables, is supplied with every delicacy, the cuisine being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators. The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience. A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the Hotel, and is under the same Management.

THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER,
Manager.
Hongkong, 12th February, 1892. [108]

W. BREWER.

QUEEN'S ROAD.

SLAZENGER'S DEMON TENNIS BATS.

CHAMPION TENNIS BATS.

ALLIANCE TENNIS BATS.

WIMBLEDON TENNIS BATS.

FAVORITE, FALCON, &c.

SPECIAL BLACK GUT BATS. AYRES' REGULATION TENNIS BALLS.

SLAZENGER & SONS' 1893 BALLS. FACILESS UNDERSEWN and other BALLS.

FOOTBALLS. BOYS' CRICKET SETS. PARLOUR SKITTLES and other Games.

TENNIS BELTS for Ladies and Gentlemen.

TENNIS SHOES (Rushes) both Ladies and Gentlemen.

GUIDE TO HONGKONG, CANTON and MACAO.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 7th April, 1893. [40]

KELLY & WALSH, LD.

SALTERS' CELEBRATED BLACK GUT

TENNIS BATS.

AYRES' 1893 CHAMPIONSHIP

TENNIS BALLS.

SALTERS' ALL BUCK, RED RUBBER

TENNIS SHOES.

TENNIS NETS AND POLES.

KELLY & WALSH, LIMITED

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 6th April, 1893. [7]

LANE, CRAWFORD & CO.

FOR SALE.

CALCUTTA-MADE

SUN HATS.

LANE, CRAWFORD & CO.

Hongkong, 18th April, 1893. [107]

W. ROBINSON & Co.

(UNDER HONGKONG HOTEL) HONGKONG.

PIANO TUNING.

SATISFACTORY WORK GUARANTEED.

SINGLE TUNING.....\$1.00.

6 TUNINGS A YEAR.....\$21.00 PER ANNUM.

12 do. do.....\$42.00 do.

INCLUDING MINOR REPAIRS AND THE KEEPING OF THE PIANO IN GOOD ORDER AND CONDITION.

PIANOS BOUGHT, SOLD OR TAKEN IN EXCHANGE, PACKED, REMOVED AND STORED.

Hongkong, 14th February, 1893. [151]

W. POWELL & CO.

LADIES', GENTLEMEN'S AND CHILDREN'S

CALCUTTA

PITH HATS,

COVERED IN ANY MATERIAL TO SUIT PURCHASERS.

OLD PITH HATS RECOVERED.

W. POWELL & CO.

Hongkong, 22nd April, 1893. [10]

Intimations.

STEAM WATER-BOATS.
SHIPS Supplied with FRESH WATER for BOILERS and DOMESTIC PURPOSES with despatch.

J. W. KEW & Co.,
and Floor,
18, Praya Central.
Hongkong, 20th April, 1893. [483]

CAPTAIN CH. ROBINSON,
COAL CONTRACTOR
COMPRADORE AND STEVEDORE.

SHIPS VISITING MANILA SUPPLIED WITH PROVISIONS, DUNNAGE, &c. WATER and BALLAST BOATS.

Manila, 14th March, 1893. [138]

KOCH'S PRIVATE BOARDING HOUSE,
No. 30, STANLEY STREET.

BOARD and LODGING, Per Day...\$1.50

BOARD (TIFFIN and DINNER) Per...\$25.00

Month.....\$370

Hongkong, 24th March, 1893. [370]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED or UNFURNISHED ROOMS, with Board and Table Accommodation.

Apply to
Mrs. MATHER,
2, Pedder's Hill.

Hongkong, 28th February, 1893. [36]

PRIVATE BOARD AND RESIDENCE,
STANLEY'S—1, QUEEN'S ROAD EAST.

VACANCIES for GENTLEMEN or MARRIED COUPLES at Moderate Terms.

Mrs. STAINFIELD,
Proprietress.

Hongkong, 31st December, 1892. [49]

NOTICE.

THE Undersigned begs to notify the Public that he has bought from the Official Trustee the GOODWILL and STOCK-IN-TRADE of the TEEN YIK OIL SHOP, No. 44, Bonham Strand West, and that he will carry on the same Business in the same place and under the same Style.

MOW TACK.
Hongkong, 14th April, 1893. [464]

油牛谷天辦 = 德也

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRA-DORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAIKI COAL, ex GODOWN and ex SHIP.

MR. J. W. BOYD, Superintendent at Kowloon Dock, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c., Apply to

KING WO CHEONG,
No. 32, Praya Central.

Hongkong, 3rd February, 1893. [187]

Auctions.

GOVERNMENT NOTIFICATION,
No. 130.

THE following Particulars and Conditions of Sale of Crown Land, by Public Auction, to be held on the spot, on

MONDAY,

the 1st day of May, 1893, at 4 P.M., are published for general information.

By Command,
G. T. M. O'BRIEN,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 15th March, 1893. [500]

Particulars and Conditions of the letting by Public Auction, to be held on Monday, the 1st day of May, 1893, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 years.

PARTICULARS OF THE LOTS.

Lot No.	Area	Boundary Measurements	Annual Rent	Value
1	Inland Lot No. 1331	Wanted (near of Waiwai School), 60 50 40 40 10 24 48 9	\$	\$

For Sale.

LANSON'S CHAMPAGNE

LANSON PERE ET FILS

AS SUPPLIED TO THE "GUARDS."

THIS CHAMPAGNE was selected for the CALEDONIAN BALL in Shanghai.

CALDECK, MACGREGOR & Co.,
Sole Agents,
Hongkong and China.

19, Queen's Road,
Hongkong, 14th April, 1893. [463]

THEY LEAD THEM ALL,

THE CELEBRATED

CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER and VAN BROCK, San Francisco,

and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh

Consignments of BARTLETT SPRING

MINERAL WATER by each Steamers.

Prices forwarded on application to

MACONDRAY BROTHERS & LOCKARD,
Commission Merchants,
No. 30, Water Street,
Yokohama.

Yokohama, 12th August, 1892. [26]

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Hodgins, will be despatched for the above Ports on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 27th April, 1893. [509]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, ADEN, SUEZ, PORT SAID,

BRINDISI, VENICE, Fiume,

AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LYANT and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

hopeless than even that abortive eruption of pluck which came to grief long ago at Vinegar Hill. And by reason of this inability to comprehend its own failure, the possibility of some otherwise respectable Australian citizens being ultimately hanged is all the greater.

Meanwhile, it is about time to abandon the idea of Imperial Federation for good and all. The principle of that Federation is that each nation or community in the empire shall have its own form of local government, and shall also send representatives to the Parliament in London, the latter being the Federal Legislature of the Empire. The very first experiment at Federalism is that now proposed in Ireland, and as the immediate result the most horrible and distressingly loyal sect in the whole empire openly threatens anarchy, strife, sudden death, secession, and all manner of calamities. If even prospective Federation produces these effects on the "loyal" portion of the community, what will be its ultimate effects on the section which is not loyal? If the incurable Protestant of Derry is going to fill the land with graveyards rather than that the Catholic of Galway should be federated, then what of all the other five or six hundred creeds of the empire with all their five or six hundred hatreds, friendships, and murderous fanatisms? And if the seeds of division are so widely sown that this first feeble attempt at logical combination arouses a blast of execration in every part of the world where the Orange flag is known, then is not the great, crumbling, crumbling work obviously too shaky for many more hazardous experiments of the same kind? The central idea of the proposed Anglo-Saxon league is political equality, and the very first attempt at promoting equality promises to bring into the battle-field a small but insufferably arrogant boss-lect which insists on being uppermost, and else committing murder. The beautiful dream of the League's apostles is a confederation of nations gathered reverently around their "beloved Queen," and immediately the most rampant admirers of that monarch announce their readiness to school at that beloved Queen's perambulation of her representatives. There is to be the greatest Parliament on earth, in which the wisdom of a wise majority is to keep peace and order for all time, and already about the smallest minority in the empire announces that it must be supreme or else carnage will ensue.

The Orange flag in Ulster is mostly English by descent, and, therefore, it would appear that even England is disunited. In other words, the Englishmen in Ireland hate Ireland more than they love their own country, and when they have to choose between their hatred and their affection, they seem to prefer the former. The bond between these two branches of the English people was their common loathing of Irish Nationalism; it was a brotherhood of loathing—a community of brutal passions, and when this link separates the connection goes to pieces. Their union consisted simply in the fact that they both jumped on the same victim.

The fury of the English in Ireland arises from the obvious fact that they will not command a majority in the Parliament at Dublin, where the Celtic element must needs predominate, and England only believes in government by the majority, while the Irish believe in government by the minority. Therefore, what is the prospect for a Federal Legislature where the entire body of English representatives will not be able to command a majority? The idea of the English Federalists has always been that of a Parliament containing representatives from every section of the empire, with the English vote permanently on top so that England will directly govern the entire empire. It is one of the Englishman's characteristics that he cannot possibly realize any other state of things. The fact that England would be a mere province—that some colonial coalition of "colonial" representatives with those of the other sections of the United Kingdom might someday, over the balance of power, and make the English party as helpless as the Irish party in days gone by, and that, as the centre of population shifted, England might eventually become a mere outlying dependency governed from Ottawa or Melbourne or Calcutta, has never yet been even mentioned. The proposals of the men of Ulster are a fresh drawing of what might readily happen under such circumstances. When the English minority in Ireland announces its fixed resolution to practise wholesale slaughter rather than be outvoted by a Parliamentary majority, then it is quite possible that an English minority in England would go on the short in the same way and under the same conditions. The Imperial Federation idea originated in England, and it is being pressed on by Englishmen for the sole purpose of extending England's power and glory, and yet, should Federation ever be accomplished, it is by no means improbable that it might prove a tolerably short road to the utter disintegration of the empire. The men who openly propose to go gunning for an Irish parliamentary majority would probably be as ready to go gunning for any other parliamentary majority when the blessed supremacy of England was endangered. Meanwhile, *The Bulletin* trusts that it will hear no more of the weary cant of "loyalty" from any member of the Orange brigade. This paper is frankly and openly Republican, and advocates separation from the empire, and the overthrow of the Imperial authority in Australia, but still it is content to accomplish its ends by the voices of the citizens, and between it and the electoral minority which proposes to foment civil war in the United Kingdom there is a great gulf fixed, and the disloyalty of the "loyal" secret society is abhorrent to its soul.

THE SPORTING EDITOR.

I was sitting in my office contemplating the gallery-rack and looking at the *Clarion's* policy that should render that sheet famous and place the metropolis of Tilimpas in a position to control by her dictum the destinies of this proud State, when the door opened and admitted the hero of this veracious narrative.

I knew him at once as an old newspaper man—the fraternity is a marked one and you can't mistake one of its members whether up or down the ladder. This one bowed and asked if the editor was in. I intimated that I was the functionary sought and he at once introduced his errand. He was downer his face and badly in need of a job. He had worked upon nearly every paper of note in the State, had been sporting editor of one of the great city dailies and horse-reporter on one or two others. He expressed willingness to do local or editorial, as the case might be, but for ads, conciliate war-factions, make collections and "pull" the paper on press nights. He would work cheap; could sleep in the office and live on crackers; for a time he'd been foolish; drank himself off a good deal at San Jose and wanted a chance to straighten up and get ready to try again.

I studied him carefully. He was evidently pretty far down towards the bottom of the ladder. His hands trembled, and there was the far-away look in his eyes that comes of too steady a gaze at the ale when it is amber in the glass, but for all that he had an air of capability, and it happened that I was at that time in urgent need of temporary assistance. On the impulse of the moment I decided to give him the chance to earn the few dollars the *Clarion* could pay for his services.

"I want to work with a will and that week but no item in all Tilimpas escaped his eyes

eye, from the whitewashing of Michael Rooney's storepore to the constable's capture of a city burglar in Captain Breen's hay-barn. We had a great newspaper. I began to confide. Important business demands my presence in one of the northern counties, but I had been putting off the trip for lack of time to leave the paper. Could I not trust this wildling pilot the *Clarion's* right for a single week? After due deliberation I decided that I would risk it, and made my preparations to depart. The editorial matter was carefully prepared. Mrs. Professor Spillidoo's recent musicals had been appropriately written up, and there was only the correspondence to edit and the local columns to prepare. I left elaborate instructions and went my way. Just as I was leaving the office a pickup arrived. Opening it, I found it to be a dainty blue-and-gold volume of poems from the pen of Miss Aspinna Button, Tilimpas's well-known poetess. I had been informed that the little volume would get in an appearance, and that I would be expected to notice it, and I groaned in spirit as I read the title, "Pebbles From Tilimpas Creek." I had read some of the pebbles in manuscript, and had even been forced to admit them into the columns of the *Clarion*. A happy thought occurred to me. "Just give this little book a nice notice, Mr. Springer," I said. "She'll expect half-a-dozen stickle, at the least," and I hurried away. I was gone one day over a week. I should have remained a day or two longer, but, filled with anxiety at hearing nothing from my proxy, I shortened my business and hastened home. Nearing Tilimpas, at a neighboring town, who should bound the train but Miss Button. I smiled and bowed, when to my surprise she arose from her seat and stalked down the aisle into the next car. "Well," I reflected, "has the poetic affluence turned her head?" and as the train was pulling up at the Tilimpas station, I gathered up my traps and descended to the platform. I landed such of my fellow-townsmen as were assembled there and gazed at me curiously, and I became more and more uneasy as I received several cool greetings while on my way up to the office. I went directly into the reception, at dawn at my desk, and began to look over the accumulated mail. There were a number of postal cards, all singularly alike.

"You needn't send the *Clarion* to me no more," wrote one subscriber. "If the *Clarion* can't do any better than insult genius in our midst I don't want it," said another. "Stop my paper," was all a third kind written. In dismay I seized the latest copy of the *Clarion* and glanced down its columns. The editorials were all right; the correspondence seemed unusually good; the local news—good heavens! I nearly fainted at the flaming headlines at the top of the local page:

PROSUS LOSES!

Miss Aspinna Button Beats Him in a Fair Race.

THE WINGED STYED ISN'T IN IT AND THE TILIMPAS FILLY HAS IT ALL HER OWN WAY DOWN THE HOMESTRETCH.

"Another record broken," I read, "my horrid-stricken brain recovered its balance; and the bookies on Olympus need never again expect to pay Pegasus on the turf as a favorite. Tilimpas is to the fore now, and all the poetic honors will soon be carried off by the dashing little filly from up the creek, who is carrying her blue and gold colors to the winning post in great shape. She's got them done up in the prettiest little book you ever saw, short in the back, well covered, easy to handle, and giving Pegasus a rattling race from the word go. The filly sets the pace and cuts Pegasus' work out for him from the start. Here's the clip she's away at; just hear it hum—"

Thousand blessings, come forth from thy breast!
I trust my seat's distance from upon the circumambient blue
No vexation is thy lot.

"Pegasus can't beat that and he knows it, but he may as well go for it, and nearly laps the filly at the turn with one of the sort of stanzas that he used to wait around the track with ahead of all comers, but it's easy to see he's badly broken up; one of his meters goes dead lame and at the quarter his lines go off their feet altogether, while Miss Aspinna trots right along up the backstretch like this—"

Should I? Shall I? Shall I? Shall I? Shall I? Shall I?
What is the matter? Vexed, and sad?
Once his meteric triumph and cut it the wind
And go it blind!

"That's the pace, gentlemen. She's on her near going off her clip again on the next line. Go it blind? We rather guess so. She's going it alone, and Pegasus isn't in it. He's dead lame, and can't do any more trying yet. He lets out a link in his next stanza and pretty near closes up the gap on the filly, when one of his feet gets twisted in the rhythm and the sails part the post half a length or more ahead and around the turn at this gait—"

The vicious reader! Forth comes the maniacal
From out the maelstrom of the past.
No longer does he see the rest of life in poetry by
What says the sage?

Which side thy bread is buttered know thou wilt.
Once his meteric triumph and cut it the wind
And go it blind!

"It's a great race and it looks as if the filly wouldn't be able to keep the pace; but she skims along like cream, with Pegasus lathering a dozen lengths behind and no show in win. Now she's coming down the homestretch again and Pegasus is making a big try to pass her. He's at her wheel, but she won't let him get any further. See! she's letting herself out. Look at her now! Alas she's trotting like a Jew! Here's the clip and Pegasus can't beat it—"

Where comes the victim? Ah, who does it stand?
Close to the finish line, the end of the race.
Ventures being, see, the filly is cut.
That would thy fate and make thee mine it last.

"Here! Well we rather guess he is. She's got him at the end, and she comes under the wire winning in a jiffy.

Being in the line, the end of the race.
The mystic music of Mars shall last forever!

"That he will, and all Olympus 'll hear it. There's not been another such race on the whole circuit, and Tilimpas is the winner. If our filly don't gather in the stakes, gentlemen, this writer is no prophet."

"That was all, but as I read it visions of the outraged Tilimpas passed before my painting brain. I called the foreman and asked after Springer.

"Oh, he's left," was the cheerful response. "I heard him groaning one night in here and saw he was a laborer over that tree book, but he went off up to the corners and ain't got me no copy, and I reckon he must have got full and come back an' set that up himself."

The explanation is lucid, if brief. I never saw my sporting editor again, nor did I ever again look in the sunlight of Miss Aspinna's favor. The *Clarion's* prestige as a literary critic was gone, gone forever, and its light shone no more in Tilimpas.—Written for *The Morning Call* by Miss Russell.

TARTAN.

"The tartan's on the town" is parody Mr. Whistler's phrase, her Majesty is going to give Princess Marie of Edinburgh several dresses of Balmoral pattern, specially manufactured in Scotland, and the clan colours dominate every dress shop in London, while shawls, shawls, and bonnets everywhere exhibit the more or less gaudy hues. Of course, the craze comes from Paris where it started the Russian

man among the milliners and mantle-makers, and one of the jokes of it is that the Parisians are alleged to have set about the composition of new tartan designs for themselves. The idea is preposterous enough to make generations of dead Scots turn in their graves, but what is to be expected of the "Parley-voos" who it is calmly and callously suggested that Glasgow should resort to an old practice, and have its tramway cars painted in various tartan patterns? For France is not, after all, entirely responsible for the tartan fever which is now upon us. Something must be credited to the extraordinary wave of Celtic fervor which has split Scotland anew into different clan societies, and has even manifested itself among the Scots who find London a kind step-mother.

Now the tartan, or "breacan," of the Celtic North, is a thing not to be meddled with indiscriminately. Its application to the purposes of taste and the tailor calls for artistic taste and a good eye for colour. A red-headed lady in a Rob Roy tartan dress would be a blemish on the most beautiful landscape, and a washed-out blonde in the billows of a tartan would hurt the feelings of a coarser's "moke." As for a combination of, say, a Macallister kilt with an Elliot plaid at a fancy dress ball—the imagination stands aghast at the very idea. If one must have tartan—and really there does not seem to be any adequate reason for applying its barbaric splendour to these poor tame days—let her or him have it in decent taste and with strict Celtic authenticity. But while it may be a simple enough thing for a red-headed man to avoid the taint of uncertainty of Maclean neckties, and for ladies of uncertain age to stick by the sombre but safe dark blues and greens of the Grahams and the Mackays, the uninitiated Sassanach is apt to be imposed on by tartans which, properly speaking, are not tartans at all, but only the delicious experiments of unscrupulous Scotch manufacturers. There is one nightmare which haunts under the title of the Robert Burns tartan, and another which is called the Abbotsford tartan and suggests that the wearer has collided with a rain-bow and tried to conceal the fact by subsequently washing with tomato soup. The Balmoral tartan itself is only a modern make-believe, for the design of which the late Prince Consort was responsible, and the Victoria tartan has just a little connection with Gaelic history.

All those "fancy" tartans of new design violate in many different ways the ancient rule upon which Highland weavers and dyers from time immemorial have manufactured their clan tartans, and Highlanders with any pretension to a knowledge of "set" and dye hold them in supreme contempt. When we recollect that there are at least a hundred different tartans, all of undisputed Celtic origin, from which a selection can be made, there seems no excuse for modern shapshod in the way of coloured textiles.

Yet it must be admitted that to the unprejudiced eye some of the real clan tartans are more *blatant* than beautiful. The Menzies, the Macmillans, and the Macleods, for instance, have struggled manfully through the centuries with tartan motifs of colour that any self-respecting London bill-poster would spoil his boardings with. The Ogilvies have a tartan which recalls the secondary stages of teething rash, and the Macdonalds of Slate, to whom Flora Macdonald belonged, looked, when they went on foray, like an attack of scarlet fever. Nothing could exceed the opulent palette which is displayed in the yellow, red, white, blue, black and green of the Buchanans, or the yellow, white, red, blue and green of the scarves which the Jacobite ladies of Edinburgh wore in the "Maid's Year." Among the darker, more sedate tartans, comparatively pleasant under any light, are the Campbells, both Argyle and Breadalbane, Forbes, Black Watch, Gordon, Gano, Macalpine, Macintyre, and Mackenzie. Not so dark, but equally safe and more distinctive, are the tartans of the Macarthur, hunting Macpherson, and dress Stewart, the latter almost light enough to suit a bride. To talk of brides suggest the clergy, and recalls the fact that in the Highlands even the priest had his tartan, a mixture of white, black and grey stripes called *bracach* and *clerk*, worn down till a very recent period by the clergy for their weekly habits.

The pride and vanity of the Gael was manifest in his tartan as in many other things. Many of the clans had more than one tartan "to their name," because the proud Campbells of Cawdor would not don the tartan of the Campbells of Argyle or the Campbells of Brea' Albane, or the Campbells of London. For similar reasons, probably, there are two Cameron tartans (Erreicht and Lochiel), five Macdonald tartans, and the same number of Stewart tartans. We have in this fact a striking instance of the absurd way in which the primitive pride of the Celt persisted in running in a wrong direction. If he had a tartan of his own, combined with a serviceable war-cry, even slightly damaged by long use, he was quite happy. The repressive measures on the part of the Government which followed the rising of 1745 struck a sore blow at the pride of the Highlander when it prohibited the wearing of the tartan, or the Highland dress. Legend tells of the evasions adopted by the Gael in connection with the proscribed cloth as a lining for the legitimate "hadden grey" of which his clothing was now made, and his new and unfamiliar and sadly awkward trousers were, in most cases, the kilt stitched rudely up the middle so as to form abbreviated bifurcations. The result of the proscription of clan tartans was very soon apparent in the Highlands. When men met each other at Kirk or market they were without the necessary data to decide whether they were hereditary enemies or not, for they wore the same cloth, and all men are equal outside of the kilt. The result was that the Macdonalds Macleanns and Macleods, and all the other sanguinary tribes who had been cutting throats in each other for centuries, began to look upon each other with less suspicion as the year passed. And now the emblems of tribal distinction and tribal warfare have become the latest feature in the world of frivolity and fashion.—*The Globe*.

Today's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that I have this day handed over CHARGE of the HEAD OFFICE of this BANK to Mr. THOMAS JACKSON.

By Order of the Court of Directors,
F. DE BOVIS,
Chief Manager.

Hongkong, 28th April, 1893. [519]

"SHIRE" LINE OF STEAMERS.
FOR SINGAPORE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"

Captain Vyvyan, will be despatched as above on or about the 12th May.

For Freight or Passage, apply to
DODD, WELLS & CO.,
Agents.

Hongkong, 28th April, 1893. [517]

Today's Advertisements.

GREAT BOXING TOURNAMENT.

In the Open Air at CAUSEWAY BAY, TO-MORROW AFTERNOON, the fun commences at 3 P.M.

Conducted by and under the personal supervision of
"BEN" TAYLOR.

PROGRAMME.

ROSS	WALKER
BECKETT	CANE
CAMPBELL	WASHINGTON
WEBSTER	REYNOLDS
HURRY	COUGH
HICKETT	HUMM
WILKINS	TAYLOR
THOMAS	

and
A COMIC ROUT,
STREET V. BAKER.

The whole will conclude with the clever contortion act by
PROFESSOR COCKERILL.
Hongkong, 28th April, 1893. [511]

NOTICE.

No. 1 PUBLIC LAUNDRY.

I AM S. YIK is prepared to receive any quantity of CLOTHING requiring to be WASHED & DRESSED. Best Workmanship. Prices \$2 and \$3 per HUNDRED PIECES.
Hongkong, 28th April, 1893. [512]

HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP AND SPOONS will be shot for TO-MORROW, the 29th instant. Ranges, 700 and 800 yards. Time, 3 P.M.

ED. ROBINSON,
Hon. Secretary.

Hongkong, 28th April, 1893. [51]

A. E. SKEELS & Co.,

Telegraphic Address "SOBRINOS" Hongkong.
(A.B.C. Code 4th Edition.)

AUCTIONEERS, VALUERS & GENERAL MERCHANTS.

No. 17, PRAYA CENTRAL,
Under Messrs. Douglas LaPrall & Co's Office.

Messrs. A. E. SKEELS & Co. undertake Sales Privately or by Auction, of any class of Goods or Property. Prompt Settlements Guaranteed. Immediate Cash advances on Goods for Auction.
Cargoes received for Storage, Insurance effected.

FOR SALE
by private treaty,
THREE FIRE ENGINES and a large quantity of Valuable Machinery.
Hongkong, 28th April, 1893. [170]

AUCTION SALE

OF

TWO SHIPS' BOATS,

AT THE

AUCTION MART, 17, PRAYA CENTRAL, TO-MORROW (SATURDAY), April 29th, 1893, commencing at 2.15 P.M. SHARP.

Comprising—

ONE SHIP'S BOAT 20ft. 3in. by 6ft. 2in.

by 2ft. 6in.

ONE SHIP'S BOAT 26ft. by 5ft. 6in. by 2ft. 2in.

On view on Saturday A.M.

SALE TERMS:—Cash before delivery.

A. E. SKEELS & Co.,
Auctioneers & Valuers.

Auction Mart, 17, Praya Central,
Hongkong, 28th April, 1893. [513]

PUBLIC AUCTION

OF

USEFUL HOUSEHOLD FURNITURE,

BRINSMEAD PIANO, ELECTRO-PLATE,

&c., &c.

Messrs. A. E. SKEELS & Co. have been favoured with instructions to Sell by

PUBLIC AUCTION,

TO-MORROW

(SATURDAY), April 29th, 1893,

commencing at 2.30 P.M. Sharp.

AT THE

AUCTION MART, 17, PRAYA CENTRAL,

(removed for convenience of Sale),

A LARGE QUANTITY OF

NEW AND SECOND-HAND CABINET

FURNITURE,

Comprising—

HANDSOME DRAWING-ROOM SUITES,

DINING-ROOM SUITES, HALL AND

OFFICE FURNITURE, SIDEBOARDS AND

OVERMANTLES (with BEVELLED GLASS),

EXTENSION DINING TABLES, DINING

WAGGONS, DINING-ROOM CHAIRS, DINING

SERVICES, COOKING STOVES,

CURTAINS, PICTURES, ORNAMENTS,

CLOCKS, FENDERS AND FIRE IRONS,

BRASS-AND-IRON BEDSTEADS, WIRE

WOVEN MATTRESSES, DRESSING TABLES,

WASHSTANDS, TOILET SETS,

COMMODES, SOCCOW BATHS, &c., &c.

A QUANTITY OF

HALL & HOLY2 Shanghai made SOLID

TEAR-CABINET FURNITURE, returned

from Hrs.

ONE IRON-FRAMED COTTAGE PIANO

by Bismarck, in good order, manufactured

Specifically for Hongkong.

Also a consignment of

VERY FINE ELECTRO-PLATED WARE,

GLASS WARE, CUTLERY AND PICTURES

(OLDS AND CHROMOS).

On view on Thursday, Friday and Saturday, April 28th and 29th April.

Catalogues at the Auction Mart.

A. E. SKEELS & Co.,
Auctioneers & Valuers.

Auction Mart, 17, Praya Central,
Hongkong, 28th April, 1893. [491]

Intimations.

CARMICHAEL & Co., LD.

RAIN COATS & UMBRELLAS.

BUCKSKIN LEGGINGS.

PORPOISE-HIDE WATERPROOF BOOTS,

RACE GLASSES WITH SLING CASES.

CARMICHAEL & CO. LTD.

18, Praya Central, Hongkong.

[52]

CENTRAL HOTEL,
SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1893.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

666

F. E. REILLY,

PROPRIETOR.

Hotels.

TAKARADZUKA HOTEL.

ONE HOUR AND A HALF FROM KOBE, via NISHINOMIYA.

EXCELLENT CUISINE AND CELLAR.

LOVELY SCENERY AND COOL NIGHTS.

THE IRON MINERAL BATHS and WATERS are highly recommended by the Medical Faculty for Gout, Rheumatism, Chlorosis, Eczema and other affections.

For terms and particulars, apply to
MISS A. HUGHES,
Manageress.

4191

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes' walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—119 per cent.
 The National Bank of China, Ltd.—on 3/10, paid up, 35 per cent. dis. sellers.
 The National Bank of China, Ltd.—Founders' shares, \$10 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—4 1/4, sales and sellers.
 The Bank of China, Japan & the Straits Ltd.—Founders' shares, 20, buyers.
 Chinese Imperial Loan of 1884 B—2 1/2 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—2 1/2 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Union Insurance Society of Canton—\$82 per share, sellers.
 China Traders' Insurance Company—\$54 per share, sales and sellers.
 North China Insurance—Tls. 115 per share, buyers.
 Canton Insurance Company, Limited—\$112 per share, sales and buyers.
 Yangtze Insurance Association—\$100, sellers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$225 per share, sellers.
 China Fire Insurance Company—\$83 per share, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$29 per share, buyers.
 China and Manila Steam Ship Company—18 per share, sellers.
 Indo-China Steam Navigation Company, Limited—42 1/2 per cent. discount, buyers.
 Douglas Steamship Company—\$36 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—72 per cent. premium, sales and buyers.
 Geo. Fenwick & Co., Limited—\$15 per share, sales and sellers.
 Hongkong Hotel Company—\$20, per share, buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
 The Austro Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shamoon Hotel Co., Limited—\$3 per share.
 Punjoni Mining Co.—\$7 1/2 per share, sales and buyers.
 The Bann Gold Mining Co., Limited—\$6 1/2 per share, sales and buyers.
 The Bann Gold Mining Co., Limited—20 cents, per share, sales and buyers.
 Société Française des Charbonnages du Tonkin—\$30 per share, sales and sellers.
 The Jebeba Mining and Trading Co., Limited—\$58 per share, sales and sellers.
 The Selama Tin Mining Co., Limited—4 cents per share, sellers.
 London and Pacific Petroleum Co., Ltd.—n/a.
 China Sugar Refining Company, Limited—\$147 per share, sellers.
 Luron Sugar Refining Company, Limited—\$35, nominal.
 A. S. Watson & Co., Limited—\$14 per share, sales and buyers.
 Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$4 1/2 per share, sales and sellers.
 The Kowloon Land Investment Co., Limited—\$7 1/2 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$84 per share, sellers.
 The West Point Buildings Co., Limited—\$23 per share, sellers.
 H. G. Brown & Co., Limited—\$8 per share, sales and buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$42 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$92 per share, ex. div., sellers.
 Hongkong Gas Company—\$100 per share, sales and buyers.
 Hongkong Ice Company—\$60 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$31 per share, sales and buyers.
 The Green Island Cement Co.—\$2 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$31 per share, sales and buyers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$75 per share, buyers.

ON LONDON—Bank, T. T. 2/8 1/2
 Bank Bills, on demand 2/8 1/2
 Bank Bills, at 4 months' sight 2/9
 Credits at 4 months' sight 2/9 1/2
 Documentary Bills, at 4 months' sight 2/9 1/2

ON PARIS—
 Bank Bills, on demand 3/40
 Credits, at 4 months' sight 3/50

ON INDIA—
 T. T. 220 1/2
 On Demand 221
 On SHANGHAI—
 Bank, T. T. 71 1/2
 Private, 10 days' sight 72 1/2

VISITORS AT THE HONGKONG HOTEL.
 Mr. Geo. Armstrong. Lt. P. O'Malley, A.S.C.
 Miss Barbe. Mr. W. H. Orchard.
 Miss H. Caddick. Mr. R. Peres.
 Mr. Ezra & 4 children. Mr. G. Popoff.
 Mr. A. E. Hume. Mr. F. E. Shean.
 Mr. M. Hume & family. Mr. V. de Solvets.
 Mr. G. C. Lelise. Mr. and Mrs. Targett.
 Mr. P. de V. L'Acquer. Mr. V. To.
 Mr. A. Lind. Mr. and Mrs. Warren.
 Captain Moore, R.N. Mr. Ad. Wuehowski.
 Captain A. Murray. and child.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.
 Mr. Adamson. Mr. Medhurst.
 Mr. F. Deacon. Mr. Mounsey.
 Mr. F. East. Mr. A. E. Skeels.
 Mr. W. H. Gaskell. Mr. Sparrow.
 Mr. E. J. Grist. Mr. Stephens.
 Mr. Thos. Howard. Captain Moore.
 Mr. V. Kolod. Mr. Geo. L. Tomlin.
 Mr. W. H. R. Loxley.

MAILS EXPECTED.
THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Oriental*, with mails, &c., left San Francisco for this port via Yokohama on the 18th instant.
 The P. & O. S. N. Co.'s steamer *China*, with mails, &c., left San Francisco for this port via Yokohama, on the 25th instant.
THE AUSTRALIAN MAIL.
 The E. & A. S. S. Co.'s steamer *Alma* left Port Darwin on the 25th instant, and may be expected here on the 5th proximo.
STEAMERS EXPECTED.
 The 'Union' line steamer *Holyrood*, from Antwerp, Hamburg, and the Straits, left Singapore on the 21st instant, and may be expected here on the 28th.
 The P. & O. S. N. Co.'s steamer *Shanghai*, from London and Bombay, left Singapore on the 23rd instant, and may be expected here on the 30th.
 The Navigazione Generale Italiana, steamer *Bormida*, from Bombay, left Singapore on the 26th instant, and may be expected here on the 2nd proximo.
 The Ocean Steamship Co.'s steamer *Ajax* left Singapore on the 26th instant, and may be expected here on the 3rd proximo.
 The P. & O. S. N. Co.'s steamer *Tiheran* left Bombay on the 21st instant, and may be expected here on the 8th proximo.

ARRIVALS.
 COSMOPOLIT, German steamer, 552, Albert Holtz, 28th April—Touzon 25th April, General—Wieder & Co.
 DEUTSCHLAND, German steamer, 1,194, W. A. Dime, 28th April—Salgon 23rd April, Rice and Paddy—Stemmen & Co.
 FUYING, Chinese steamer, 521, J. Watts, 28th April—Canton 28th April, General—C. E. & M. Co.
 CAPE COLONNA, British steamer, 1,767, H. J. Alston, 28th April—Hongkong 26th April, Coals—Jardine, Matheson & Co.
 SUNGKIANG, British steamer, 994, C. B. N. Dodd, 28th April—Manila 25th April, General—Butterfield & Swire.
 WINGSONG, British steamer, 1,517, A. de St. Croix, 28th April—Calcutta 19th April, and Singapore 23rd, General—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.
 Don Juan, Spanish steamer, for Amoy, &c. Canton, British steamer, for Shanghai.
 Yikang, British steamer, for Amoy, Chusan, German steamer, for Halphong.
 Catherine Apar, British str., for Singapore, &c.

DEPARTURES.
 April 27, *Coloma*, American bark, for Portland, Oregon.
 April 27, *Esmeralda*, British str., for Amoy, &c. April 27, *Yung-ching*, Chinese str., for Canton.
 April 28, *Hailong*, British str., for Swatow, &c. April 28, *Wusian*, German steamer, for Takow.
 April 28, *Catherine Apar*, British steamer, for Singapore, &c.
 April 28, *Don Juan*, British str., for Amoy, &c. April 28, *Nanking*, British str., for Singapore.
 April 28, *Canton*, British str., for Shanghai.

PASSENGERS—ARRIVED.
 Per *Cosmopolit*, str., from Touzon—9 Chinese.
 Per *Deutcher*, str., from Salgon—29 Chinese.
 Per *Sungkiang*, str., from Manila—Mr. and Mrs. Lammert, Mr. Luis, and 22 Chinese.
 Per *Cape Colonna*, str., from Hongkong—Messrs. Chator, Grotte, and 12 Chinese.
 Per *Wingsong*, str., from Calcutta, &c.—Mr. and Mrs. Carr, Messrs. Middleton, MacKintosh, and 446 Chinese.

DEPARTED.
 Per *Haitan*, str., for Swatow—Mrs. Wong Kai Poy, Messrs. Seah Tong Seah, Seah Eng Kiat, Choo Beng Chum, Seah Liang Seah Eng Teck, Seah Eng Yap, and Cheong King Sun.
 For Amoy—Mr. Greenhill, for Foochow—Messrs. A. W. V. Gibb and George Thomson.
 For Shanghai via Foochow—Mr. and Mrs. Ridgway.

REPORTS.
 The British steamship *Sungking* reports that she left Manila on the 25th instant. Had light winds and calms throughout.
 The British steamship *Caps Coloma* reports that she left Hongkong on the 26th instant. Had fine clear weather. From Straits, p. Halphong, to port had thick fog.
 The British steamship *Wingsong* reports that she left Calcutta on the 12th instant. Had light southerly winds to Table Island thence to Penang had moderate south-east winds with heavy thunder squalls. Through the Straits had moderate south-east winds with fine weather. Left Singapore on the 22nd for Hongkong. From Singapore to Hongkong had moderate north-east winds to lat. 12.30 north; thence to port had light south-west monsoon.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port via Yokohama on the 18th instant.
 The P. M. S. S. Co.'s steamer *China*, with mails, &c., left San Francisco for this port via Yokohama, on the 25th instant.

NORTHERN PACIFIC MAIL.
 The Northern Pacific Steamship Co.'s steamer *Magill* left Tacoma, Washington for this port on the 20th instant, via Japan Ports.
THE AUSTRALIAN MAIL.
 The E. & A. S. S. Co.'s steamer *Alma* left Port Darwin on the 25th instant, and may be expected here on the 5th proximo.

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Shipping.

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 April 28, *Canton*, British str., for Shanghai.

PASSENGERS—ARRIVED.
 Per *Cosmopolit*, str., from Touzon—9 Chinese.
 Per *Deutcher*, str., from Salgon—29 Chinese.
 Per *Sungkiang*, str., from Manila—Mr. and Mrs. Lammert, Mr. Luis, and 22 Chinese.
 Per *Cape Colonna*, str., from Hongkong—Messrs. Chator, Grotte, and 12 Chinese.
 Per *Wingsong*, str., from Calcutta, &c.—Mr. and Mrs. Carr, Messrs. Middleton, MacKintosh, and 446 Chinese.

DEPARTED.
 Per *Haitan*, str., for Swatow—Mrs. Wong Kai Poy, Messrs. Seah Tong Seah, Seah Eng Kiat, Choo Beng Chum, Seah Liang Seah Eng Teck, Seah Eng Yap, and Cheong King Sun.
 For Amoy—Mr. Greenhill, for Foochow—Messrs. A. W. V. Gibb and George Thomson.
 For Shanghai via Foochow—Mr. and Mrs. Ridgway.

REPORTS.
 The British steamship *Sungking* reports that she left Manila on the 25th instant. Had light winds and calms throughout.
 The British steamship *Caps Coloma* reports that she left Hongkong on the 26th instant. Had fine clear weather. From Straits, p. Halphong, to port had thick fog.
 The British steamship *Wingsong* reports that she left Calcutta on the 12th instant. Had light southerly winds to Table Island thence to Penang had moderate south-east winds with heavy thunder squalls. Through the Straits had moderate south-east winds with fine weather. Left Singapore on the 22nd for Hongkong. From Singapore to Hongkong had moderate north-east winds to lat. 12.30 north; thence to port had light south-west monsoon.

Post Office.

A MAIL WILL CLOSE—
 For Singapore and Bangkok—Per *Taiyeh* to-morrow, the 29th instant, at 11.30 A.M.
 For Amoy and Manila—Per *Wingsong* to-morrow, the 29th instant, at 11.30 A.M.
 For Singapore and London—Per *Orizaba* to-morrow, the 29th instant, at 11.30 A.M.
 For Cheloo and Tientsin—Per *Fu-fing* to-morrow, the 29th instant, at 3.30 P.M.
 For Swatow, Amoy, and Taiwan—Per *Taiyeh* to-morrow, the 29th instant, at 3 P.M.
 For Hongkong and Fakhoh—Per *Frif* to-morrow, the 29th instant, at 3 P.M.
 For Europe, &c.—Per *Odenburg* on Monday, the 1st May, at 2 P.M.
 For Singapore—Per *Canton* on Monday, the 1st May, at 3.30 P.M.
 For Straits and Bombay—Per *Lombard* on Tuesday, the 2nd May, at 11.30 A.M.
 For Europe, &c. Australia, India via Madras, and Mauritius—Per *Yarra* on Wednesday, the 3rd May, at 11 A.M.

SHIPPING IN HONGKONG

STEAMERS.
 ACTIV, Danish steamer, 355, H. Hygom, 27th April—Fakhoh 24th April, and Helbow 26th, General and Pigs—Arnhold, Karberg & Co.
 BENLARIO, British steamer, 1,254, E. Le Bouelleur, 26th April—Mojl 21st April, Coals—Gibb, Livingston & Co.
 BENLONOND, British steamer, 1,705, W. Thomson, 27th April—Salgon 23rd April, Rice—Gibb, Livingston & Co.
 CHINA, German steamer, 1,174, P. Voss, 27th April—Bangkok, 19th April, Rice—Mellchers & Co.
 CHURAM, German steamer, 625, W. Wende, 26th April—Halphong 21st April, and Helbow 24th, General—A. R. Marry.
 EMPRESS OF INDIA, British steamer, 3,002, O. P. Marshall, R.N.R., 27th April—Vanconver 3rd April, Yokohama 17th, Kobe 18th, and Shanghai 22nd, General—Canadian Pacific Railway Co.

HONGKONG—STEAMERS.

(Continued.)
 FAME, British steamer, 177, Captain Melissac, Hongkong Government tender.
 FAIRY, Danish steamer, 397, C. L. Strand, 25th April—Fakhoh 22nd April, and Helbow 24th, General—Arnhold, Karberg & Co.
 INDEPENDENT, German steamer, 1,003, Schäfer, 22nd April—Salgon 17th April, Rice—Wieder & Co.
 KONG BENO, British steamer, 862, J. B. Jackson, 18th April—Bangkok 12th April, General—Yuen Fat Hong.
 LOKANG, British steamer, 978, N. Monner, 26th April—Singapore, 20th April, General—Jardine, Matheson & Co.
 LOMBARDY, British steamer, 1,570, Francis Cole, 26th April—Kobe 20th April, and Moj 21st, General—P. & O. S. N. Co.
 ORESTES, British steamer, 1,270, E. Rawlings, 27th April—Shanghai, and Amoy, 23rd April, General—Butterfield & Swire.
 PILOT FIER, British steamer, 261, A. Stopani, Hongkong and Whampoa Dock Co.
 PROPONTIA, British steamer, 1,387, W. H. Farran, 24th March—Salgon 5th March, Rice and Paddy—Arnhold, Karberg & Co.
 RAVENNA, British steamer, 1,015, G. W. F. Brown, R.N.R., 24th April—Yokohama 15th April, Mail and General—P. & O. S. N. Co.
 RIVERDALE, British steamer, 1,311, E. Peck, 25th April—Mojl 19th April, Coals—Dodwell, Carill & Co.
 ROMULUS, Spanish steamer, 531, G. Mendiguer, 4th April—Manila, 30th March, General—Shewan & Co.
 SISKAN, British steamer, 845, E. F. Storey, 22nd April—Swatow 21st April, Ballast—Kin Lee Tong.
 TACOMA, British steamer, 1,661, J. R. Hill, 26th April—Tacoma 25th March, General—Dodwell, Carill & Co.
 TAI-YICK, German steamer, 903, N. Enke, 25th April—Bangkok 18th April, Rice—S. O. S. Co.
 THALES, British str., 820, Hodgins, 27th April—Taiwan 20th April, Amoy 25th, and Swatow 26th, General—D. Lapsell & Co.
 YIKANG, British steamer, 887, W. Waddilove, 26th April—Manila 23rd April, General—Jardine, Matheson & Co.

SAILING VESSELS.
 BANDANIERA, British 4-masted schooner, 1,775, J. G. Jones, 11th Feb.—New York 14th October, Kerosene Oil—Captain.
 BASUTO, German bark, 128, Eger, 16th April, Amoy 23rd April, Ballast—Captain.
 CELTIC CHIEF, British ship, 1,747, C. Owen, 5th March—New York 4th Oct. Oil—Shewan & Co.
 IRON DUKE, German bark, 1,413, H. Haabgen, 5th April—New York 20th Oct., Petroleum—Shewan & Co.
 JOSEPHUS, American ship, 1,340, T. Rogers, 1st April—New York 5th Nov., Oil—Reuter, Brockmann & Co.
 MILLY, German schooner, 91, O. Kesler, 16th April—Tahiti 12th March, General—Stemmen & Co.
 PAPA, German bark, 748, T. W. Thoen, 17th Jan.—Cardiff 14th Sept., Patten Fuel and Coke—Order.
 PARAMITA, American ship, 1,498, Scule, 21st April—San Francisco 17th Feb., Flour—Chinese.
 R. R. THOMAS, American ship, 1,333, Nichols, 11th March—New York 19th October, Petroleum—Order.
 SENATOR, British ship, 1,595, H. P. Smith, 22nd March—New York 26th October, Case Oil—Melchers & Co.
 THERMOPTIL, British bark, 948, J. R. Winchester, 17th April—Victoria, B.C., 17th Ballast—Captain.
 VELOCITY, British bark, 491, K. Martin, 25th Feb.—Holland 18th Jan, General—Chinese.

Masonic.

ZETLAND LODGE,
 No. 525.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 1st May, at 8.30 p.m. precisely. Visiting Brethren are cordially invited.
 Hongkong, 25th April, 1893. [506]

For Sale.

FOR SALE.

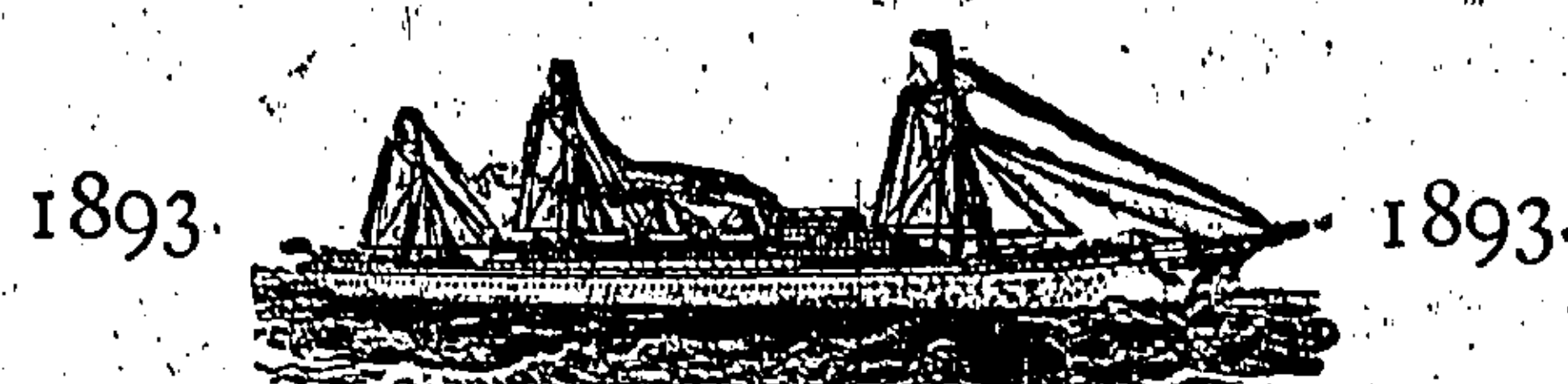
THE SCHOONER "MONTIARA,"
 AS SHE NOW LIES IN KOWLOON BAY.
 Length 75 feet.
 Beam 17 feet.
 Depth of hold 17 feet.
 Registered Tonnage 75 tons.
 (Owing to recent alterations, the carrying capacity of the *Montiara* has been increased to about 120 tons.)
 The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with iron-work frames, has recently been thoroughly overhauled under European supervision, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.
 For Particulars as to Price, &c., apply to
 R. FRASER-SMITH,
 6, Pedder's Hill.
 Hongkong, 17th May, 1892. [50]

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHUENG,"
 AS THEY LIE AT ANKERIDGE DOCK.
FOR SALE.
 Hongkong, 17th May, 1892. [50]

THE ENGINES OF THE CHOP-CHUENG were constructed by Messrs. GUTHRIE & Co. of Wanchai, and are of the Compound Inverted Cylinder Direct Acting Surface Condensing type. Cylinders 20 1/2 and 38 1/2 dia., with a stroke of 26 1/2. The Crank Shaft is 6 1/2 dia. at the Crank pin and 7 1/2 dia. at the Journals. The H.P. Piston Rod is 3 1/2 and the L.P. Piston Rod is 2 1/2 dia. by 13 strokes. Single Acting Circulating Pump 8" dia. by 23" stroke, and Double Acting Feed and Dilge Pump (one each) 3" dia. by 13 strokes.
 These Engines have been very little used and are in thoroughly good order.
 The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 6" by 30' 10" long, external measurements. Furnaces, 24" dia. Dome, 44" dia. by 18" high. Tubes, 1 1/2 in number by 36" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.
 The Engines and Boiler can be inspected on application to the Superintendent at Ankeridge Dock.
 For further particulars, apply to
 R. FRASER-SMITH,
 6, Pedder's Hill.
 Hongkong, 17th May, 1892. [51]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA 6,000 Tons WEDNESDAY, 3rd May.
 EMPRESS OF JAPAN 6,000 " WEDNESDAY, 24th May.
 EMPRESS OF CHINA 6,000 " WEDNESDAY, 14th June.
 EMPRESS OF INDIA 6,000 " WEDNESDAY, 5th July.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.
 The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.
 Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers' choice of Atlantic Line.
RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.
SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.
 The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.
 The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.
 For further information as to Passage and Freight, apply to

E. HOLLOWAY,
 General Agent.
 Hongkong, 12th April, 1893. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Gaith (via Honolulu) Tuesday, 5th May.
 Belgic (via Honolulu) Thursday, 8th June.
 Oceanic (via Honolulu) Tuesday, 27th June.

THE Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 5th May, at daylight. Connect being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Through Tickets issued Passengers to Europe or to cities in the United States or Canada, are good for transportation to the Missouri River by the Central and Union Pacific Railways only. East of the Missouri River, Passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, &c.

Particulars of the various routes can be obtained on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 50 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 20th April, 1893. [2]

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS. Sole Agents for PATEK PHILIPPE & Co. Geneva. A great variety in Fancy Goods and Optical Instruments.

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

G. FALCONER & CO.

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 48, Queen's Road Central. [632]

CHS. J. GAUPP & CO.,
 CHRONOMETER, WATCH, & CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Andemans' Watches, and for Vologda and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. No. 8, Queen's Road Central. [63]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Honolulu, Kobe, Yokohama and Honolulu) Thursday, 18th May.
 China (via Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 30th May.
 Peru (via Nagasaki, Kobe, Yokohama and Honolulu) Saturday, 17th June.

THE U. S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 18th May, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION